

# Shipping

## FREIGHTER ALASKAN WILL CARRY LAST OF HAWAIIAN SUGAR CROP

The last of the 1912 sugar crop will be included in the part cargo to be shipped from the islands to the isthmus of Tehuantepec in the American-Hawaiian freighter Alaskan, scheduled to sail from Hilo for Salina Cruz on September 26th, several days ahead of regular date of departure, owing to the steamer being sent to the isthmus by the way of San Francisco.

Bringing three thousand tons general merchandise and quantities of railway material, and a New York cargo including westbound shipments numbering 292, 294 and 295, leaving the East coast in the Hawaiian, July 26th, California, August 1st, and Kentucky, August 6th. The Alaskan is due to reach Honolulu today. The vessel will remain in Honolulu until Monday evening before dispatch for Kahului and Hilo.

The Alaskan will be supplied with about a half cargo from island ports, and after departing from Hilo will proceed to San Francisco, there to complete a large freight destined for transshipment at the isthmus. One item of cargo to be shipped from the islands includes about 60,000 cases of pineapples.

### British Vessel Lost.

Advices received by the marine department of the Merchants' exchange tell of the loss of the British ship Clirioeth Castle, well known on the coast, off State Island, on June 15, several of the vessel's crew perishing while attempting to escape in a small boat, although Capt. R. Thomas, with his wife and child and other members of the ship's company, made land safely in another lifeboat. Captain Thomas reached Port Stanley, Falkland islands, with his family and the handful of survivors. The second boat, commanded by the first officer, and carrying fourteen of the crew, has not been reported and is given up as lost. The messenger details at hand regarding the loss of the big windjammer indicate that it became unseaworthy in a gale and was abandoned after the rudder was carried away and the sternpost broken, the upper works being badly damaged as well. The position of the ship when sinking is given as latitude 54 south and longitude 61 west. The ship was bound for Palmyra from Ballast Island, sailing July 5. The Clirioeth Castle was last in San Francisco about a year ago, and prior to that time was a frequent visitor.

### Lurline Has Much Merchandise For Islands.

According to a cable received at Castle & Cooke the local agents for the Mateon Navigation line, the steamship Lurline sailing from San Francisco yesterday afternoon with destination as Honolulu has a large general cargo of merchandise consigned to local importers.

Shipping Manager John Drew has been advised that the Lurline sailed from the coast port with 3900 tons freight for Honolulu and 575 tons merchandise and supplies for discharge at Kahului. The Lurline is due to arrive here on next Wednesday morning.

### Columbian Heavily Laden With Pineapples.

General Freight Agent C. P. Morse, has been advised that the American-Hawaiian freighter Columbian will be dispatched from Hilo the last island port of call for Salina Cruz on Saturday with a full cargo of Hawaiian products including ten thousand tons of sugar, and 60,000 cases of preserved pineapples. The Columbian called at several ports where considerable mainland merchandise was discharged.

### Pineapples For Coast In Sierra.

Several large consignments of preserved pineapples are to be forwarded to the coast in the Oceanic liner Sierra, scheduled to sail for San Francisco at four o'clock Saturday afternoon. This vessel will carry in the neighborhood of 40,000 cases of fruit, in addition to quantities of sugar, and sundries. The Sierra will depart with but a fair list of cabin passengers, about sixty five being thus far booked for the coast in the Oceanic boat.

### Many Book For Lurline Sonoma.

A large number of prospective passengers have booked at the agency of C. Brewer & Company for passage to the coast in the Oceanic liner Sonoma which is scheduled to depart from San Francisco on Oct. 4th. The Sonoma is understood will depart from Sydney, N. S. W. today, calling at Pago Pago en route to this port.

### State-Owned Boats.

An interesting function took place at Fremantle when the steamer Darius, recently purchased by the Western Australian Government for the north-west trade, was renamed Kwinana by the wife of the Premier (Mrs. Scaddan).

Prior to the christening ceremony the Premier said that all those present were shareholders in the vessel, and they must for that reason wish her success in competing with pri-

vate enterprise in the north-west trade. The Government did not do so with the object of injuring shipowners, but to do good to the people and residents of the north-west. The vessel had already made a profit on her first trip from Newcastle to Fremantle, and had been booked up with cargo for four trips ahead. The Kwinana had been fitted to accommodate 750 head of cattle and 10,000 sheep, and if they could bring her down fully loaded about twice a month it would be readily seen that they would be able to make some inroads into what was termed "the cattle ring."

It might be urged against the Government, he added, that they were buying ships only fit for the scrap heap, but he would like to point out that many of the ships owned by those who levelled the charges were older than the Kwinana.

It is reported that the Swan Meat Company, a large retail establishment, has made a verbal offer to sell to the Government its plant and organization, at 10 per cent less than cost price. This offer is the outcome of the Government's purchase of steamers to engage in the cattle trade with the object of reducing the price of meat to the consumer. The Cabinet has not yet received a written offer.

Plans are fast maturing for the proposed new steamship service between Japan and Manila, backed by Japanese capital with government subsidy, says the Manila Bulletin. The plan of the new company that is launching in the business is to start operating in October of the present year, with 3000 ton steamers. Some time ago a company was promoted by the Mikami Steamship Company in Kobe and some other Japanese with the purpose of establishing a shipping service from Japan to Manila, Saigon, Singapore and Java, the Japanese government assisting. Negotiations were later suspended, on account of differences of opinion among the promoters as to the distribution of shares. According to latest advices from Japan, the negotiations have been resumed and the prospects of the undertaking are hopeful.

In speaking of the enterprise and the success of present negotiations, the Japan Advertiser says: "The promotion of the company has, it appears, been taken charge of by three gentlemen, Messrs. Jijiro Harada, Kwankichi Iyaya and Keizo Oaki, who will take up all the shares. Their plan is to start business in October with two 3000-ton steamers, which are to run to Manila, Hongkong, Saigon, Singapore, Batavia, Samarang and Sourabaya. As to the home port, Kobe and Yokohama are in competition, but the Asahi believes that Yokohama will be eventually selected by dint of the efforts of the Yokohama Chamber of Commerce, which is concerned over the growth of Kobe."

"At first the government wished to have three steamers running on this service but the proposal was not accepted by the promoters because the government bounty would not suffice to maintain more than two steamers. The amounts of the government subsidy as already fixed as 75,000 yen for 1912, 150,000 yen for 1913 and 1914, and 75,000 yen for 1915."

**Municipal Steamships Proposed.** The matter of the needs of Portland for more steamers to the Orient has recently become so imperative that the Chamber of Commerce of that city has seriously considered the advisability of raising \$800,000 for the purpose of operating steamers between Portland and the Orient. It is now believed, however, that there will be little difficulty in making arrangements with commercial lines to place vessels on this run.

The amount of money which Portland proposed to raise for a steamship line is considered entirely inadequate for the purpose, but the fact that the citizens of the city were prepared to dig into their purses and bank accounts shows that the cities of the Northwest are alive to the situation and are prepared to fight for some of the benefits which will accrue with the opening of the Panama canal.

### Sparks From The Wireless.

A late wireless received from the Pacific Mail liner Mongolia is as follows: P. M. S. S. Mongolia, en route to Honolulu from San Francisco, September 18, 1912, 8 p. m.—546 miles from port, due to arrive at quarantine Friday, 8 a. m. All well.

The Honolulu was in touch with Kabuku wireless station.

Castle & Cooke, local agents for the Matson Navigation company Lurline have been advised that the liner departed from San Francisco for Honolulu at one o'clock yesterday afternoon. The Lurline is due to arrive here next Wednesday morning.

## TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
16	8:07	1:07	8:07	1:07	8:07	1:07	8:07	1:07
17	9:16	1:16	8:07	1:07	8:07	1:07	8:07	1:07
18	10:28	1:28	11:02	1:40	7:15	5:49	5:50	11:58
19	11:33	1:33	—	—	7:36	5:49	5:50	—
20	12:28	1:28	0:18	8:09	4:41	5:49	5:54	0:52
21	1:10	1:17	1:00	8:22	5:55	5:49	5:53	1:46
22	1:48	1:17	1:35	8:42	6:53	6:50	5:53	2:41

First quarter of the moon Sept. 17.

## WEATHER TODAY

Honolulu, T. H. Sept. 19.  
Temperature—6 a. m. 73; 8 a. m. 78; 10 a. m. 76; 12 noon, 82. Minimum last night, 71. Barometer at 8 a. m. 29.94. Relative Humidity, 8 a. m. 68.  
Wind—6 a. m. 2 N.; 8 a. m. 2 NE.; 10 a. m. 8 E.; 12 noon, 6 NE. Movement, past 24 hours 141. Dew-point at 8 a. m. 67. Absolute Humidity, 8 a. m. 7.209. Total rainfall during past 24 hours .07.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Thursday, September 19, 1912.  
NEWCASTLE—Sailed, September 15, S. S. Hornelen, for Honolulu.  
AEROGRAF.  
S. S. MONGOLIA will dock about 8 a. m. tomorrow from San Francisco and sail 5:00 p. m. for Yokohama.

The American-Hawaiian freighter Virginian is scheduled as the next steamer to depart from Puget Sound ports for Honolulu the vessel to depart on October 4th and should arrive here not later than Oct. 13th. This steamer is reported will bring a large general cargo, a portion of which was transhipped at Tehuantepec from New York.

### New Wireless Law Hits Hard.

Despite an alleged scarcity of operators, the Federal government will brook no further delay in the general and sweeping observance of the new regulation in which every ocean going steamer will be required to carry a complete aerogram equipment to be in charge of a qualified operator.

The new order, which comes from the commissioner of navigation of the Department of Commerce and Labor at Washington, is believed will have considerable effect with a number of steamers now making periodical trips from the coast to the Hawaiian Islands. The order plainly states that the federal wireless law requiring all vessels carrying fifty or more persons, including the crew, and plying between ports more than 200 miles apart, to be equipped with sufficient wireless apparatus and a night and day operator, must be strictly enforced on and after October 1.

Inspector Cadmus wrote the department that several of the steamship companies on this coast had asked for further time to comply with the wireless act. In all its exacting particulars, Commissioner of Navigation Chamberlain answered that under no conditions would further delay in the enforcement of the law be brooked by the government.

The officials of several of the steamship companies assert that they are having difficulty in securing capable wireless operators, but Cadmus has informed them that he has no alternative but to require strict compliance with the new law. However, he is assisting the companies in every way possible to secure operators.

In order not to come within the requirements of the wireless law some of the steamers engaged in coastwise trade which have been carrying from fifty to one hundred passengers will for a time cut down the list below fifty.

Under the new law the masters of vessels are held responsible for the wireless operations aboard ship. They are subject to a fine of \$100 if it is proved that a wireless operator is not constantly at his post of duty day and night while the ship is being navigated.

The law regulating shore stations requiring all stations to take out a government license will become effective December 13.

The law which has been passed requiring all ocean-going steamers, whether passenger or freight carriers, to be equipped with wireless, will go into effect in July next.

### Coast Yards May Build Mexican Steamers.

SAFARI, FRANCISCO, Sept. 6.—On a mission, which it is said will involve negotiations with the Mexican government for the construction of warships, W. H. Bell, traveling representative of Armstrong, Whitworth & Co., a British concern, which controls some of the famous shipbuilding plants at Newcastle-on-Tyne, arrived here yesterday from Australia.

Bell was extremely reticent about his commission, but intimated that his destination was Mexico, and while he would not admit that his company contemplated doing business with the Mexicans, he said that he would be glad to get an order either from Mexico or the opposing forces.

Armstrong, Whitworth & Co. supplied the armament with which the new British dreadnought, New Zealand, is equipped, and it was in connection with this matter that Bell spent several months in the Antipodes. The great warship was launched recently on the Clyde and is now in commission.

## ODDS AND ENDS AT THE PORT

The American schooner Honolulu from Hana, sailing on August 12th is reported to have arrived at San Francisco yesterday.

During the stay of the Pacific Mail steamer Persia at Honolulu yesterday, nearly three hundred tons oriental cargo were discharged.

The Royal Hawaiian band played a pleasing serenade at the departure of the Pacific Mail liner Persia for San Francisco last evening.

A large list of passengers has been booked for departure for Kona and Kau ports in the interisland steamer Kilalea, to sail at noon Friday.

The Interisland steamer Hall in sailing for Kauai ports this evening is taking a fair sized general cargo, a latter mail and a number of passengers.

H. Hackfeld & Company announce that the Pacific Mail liner Mongolia will be dispatched for Japan and China ports at five o'clock Friday evening.

Fuel oil is enroute to the islands in the American tanker Lansing which according to Merchant's Exchange cables sailed from Port San Luis for Honolulu yesterday.

## PASSENGERS ARRIVED

Per str. Mauna Loa, from Hanalei: Ron. W. L. Fisher, H. A. Meyer, Hon. W. F. Frear, N. B. Courtney, M. Olsen, C. W. Ashford, R. Allen, R. Matheson, E. P. Irwin, P. M. McMahon, R. W. Kinney.

## GERMANS TO INVEST IN CANADA

Berlin Financiers Consider the Backing of Projects in Dominion

BERLIN, Germany, Aug. 31.—The report that plans looking to heavy investments of German capital in Canada are under consideration here was substantially confirmed today by Herr Barthold Arons, a member of the Berlin house and head of the banking house of Arons & Walters.

Herr Arons added that the negotiations are in a purely tentative stage and that their outcome is uncertain.

"The suggestion that German financiers participate with British capitalists in the development of certain Canadian industries," he said to the correspondent of the Daily News today, "came recently from an English company which is interested largely in the construction of electric power plants and transportation lines in various sections of the dominion. At the instance of the members of this company, I recently broached the matter informally to a number of capitalists here and found them disposed to give the matter favorable consideration."

"Thus far, however, no detailed proposals have been made and the subject has been discussed only in the most general terms. Should the negotiations come to a successful issue the amount of the German investments would probably be large. I understand that the proposal to interest German capital was submitted to the consideration of Premier Borden of Canada upon his recent visit to London and that he expressed himself as cordially in sympathy with the idea of having German and English financiers co-operate in the development of Canadian enterprises."

A telegram to the correspondent of the Daily News from the headquarters of the Hamburg-American line at Hamburg states that plans for the reorganization of the company's Canadian service have been under consideration, but that as yet no definite decision has been reached.

## MAN, PLAINTIFF IN THIS BREACH OF PROMISE SUIT

Sues Former Apple of His Eye for Damages to His Loving Heart

NEW YORK, Sept. 10.—Henry C. Rock, a mechanic, brought suit today for breach of promise against Lillis Gregg, who, he alleges, agreed to become his wife May 1 of this year. Because of her failure to keep her promise, it is alleged in the complaint, Rock has been damaged in the amount of \$2000.

In addition to his prayer for \$2000 damages, Rock is asking for the return of \$200, which he alleges he advanced to Miss Gregg in the course of the courtship. He says that this money was given to her that she might furnish a house.

In May of this year, when, according to the complaint, Rock and Miss Gregg agreed to become man and wife, Rock proceeded to introduce his fiancée as his wife and Miss Gregg proceeded to introduce Rock as her husband. For the humiliation which these introductions have since caused him Rock asks for \$2000 damages.

## A FORM OF FAME.

"Rotation in office is very rapid and abrupt in your country."

"Yes," replied the Central American, "the chief distinction of holding high position is that of becoming the hero of a resignation rumor."

## NO CAUSE FOR FEAR.

"Is your horse afraid of an automobile?"  
"No," replied Farmer Cornstossel; "why should he be? He don't know anything about how much it costs to run one."

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## HOOGS FOUND IMPOSSIBLE AS CANDIDATE

Committee of His Own Precinct Told Him To Get Off Ticket

A committee consisting of John Waterhouse, George W. Smith and Willard E. Brown called on W. H. Hoogs yesterday forenoon and notified him that his nomination for supervisor from the Fourth district was impossible and as politely as possible told him to get off the ticket.

Whether Hoogs had given out his interview to the Advertiser before or after this interview is not known. The candidate for the Fourth precinct of the Fourth district is John H. Craig. Hoogs, it is alleged by prominent Republicans, has been an impossibility from the first, and the candidacy of W. R. Farrington has been merely for the purpose of heading off the candidacy of Hoogs as against John Waterhouse or John Craig.

Mr. Farrington in speaking this morning of the incident of Tuesday night which Hoogs and the Advertiser garbled with apparent deliberation, said, "There is just one statement of fact in Billy Hoogs' presentation of the situation through the columns of the Advertiser. I did state that I refused to longer continue as a football in the political play of businessmen or anyone else, that I would refuse to support Mr. Hoogs in the convention or in the election, and I thought that the Star-Bulletin would also oppose him."

"It is not true that the caucus refused to give me the same endorsement which it gave Mr. Hoogs."

"The caucus endorsed both, Mr. Hoogs and myself, but in view of Mr. Craig being the actual candidate of the precinct—I seconded his nomination—the move was such unutterable political folly that I refused to stand for it. As I did not care to be bound by any further action of the caucus, I left it."

"I did not say and have not said at any time that I would not attend the convention."

"That statement on the part of Billy Hoogs is a fair sample of his ability to state the truth and another evidence of his unfitness for the office of Supervisor."

"I have not at any time intended to allow my name to go before the convention for Supervisor. I have allowed my name to be used in order that we might develop a candidate in our precinct from the men who do not ordinarily take part in politics but who would be an element for municipal efficiency if brought into public office. The members of the steering committee for our precinct knew this. At least one member of that committee knew that the Star-Bulletin would not support Hoogs under any circumstances, and at least two members of that steering committee knew that I would leave the caucus if Hoogs was endorsed by the precinct."

"I could not possibly remain in a caucus and pretend to be bound by its action, knowing all the while that I should vote otherwise. I don't do politics on that plan. I let people know exactly where I stand. If they don't like it, that's too bad, but that does not change my position."

"If the members of the Fourth precinct of the Fourth district agree with Billy Hoogs that I am peeved and ought not to sit in the convention, or should leave the party for having bolted a caucus, I am perfectly willing to go, but you can bank on it first, last and all the time that I shall continue the fight for municipal efficiency, municipal decency, and a municipal square deal for the taxpayers and the people in season and out of season."

"That is why I am going to vote for Emil Berndt of the Kaimuki precinct, regardless of what the caucus of the Fourth of the Fourth did after I left it on Tuesday evening."

"I admire the fight which the Kaimuki men are making for their candidate for Supervisor. That's the brand of politics which will eventually win, though it may suffer temporary defeats."

## MORE LAWS NOT NEEDED.

RUTLAND, Vt., August 24.—"We don't need more prohibition laws nearly as much as we need prohibitionists in power to enforce those that we have," Eugene W. Chaffin, the prohibitionist candidate for President told his audience at a rally here tonight.

"If we can elect a President and a majority in Congress we will increase the membership of the Supreme Court until it is controlled by believers in prohibition and thus be assured to the enforcement of the laws now on the Statute books."

Mr. Chaffin devoted most of his time to a set speech which, he told his hearers, he had delivered in forty-four states of the Union. He declared that the platform adopted by the progressive party's convention at Chicago was in reality nothing but the prohibition platform with prohibition left out.

## NOTED ROCK.

Pawnee Rock, the historic bluff on the Santa Fe trail at the edge of the town of Pawnee Rock, was at one time much larger than it is now. There were many names, now historic, carved in the old rock, but a good many of these were cut away when the rock was quarried. Back in 1845 Robert E. Lee, the noted Confederate general, carved his name on the face of Pawnee Rock beside those of Custer, Grant, Sheridan and other men noted in the country's history.—Great Bend (Kan.) Tribune.

## Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by

HONOLULU STAR-BULLETIN, LTD.,

Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON, General Business Manager

MEMBER ASSOCIATED PRESS.

FLAT RATE FOR DISPLAY ADVERTISING OVER 2000 INCHES....  
UNTIL JAN. 1, 1913 (Preferred Position 20%) .....15c PER INCH  
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CLASSIFIED, One Cent per word—30 cents per line per week.

AVERAGE DAILY CIRCULATION JULY AND AUGUST 1912

MAIN OFFICES ..... 1059 ALAKEA STREET  
Telephone—Editorial Rooms 2183; Business Office 2254  
BRANCH OFFICE ..... MERCHANT STREET  
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## MAY CONFISCATE VALUABLE SILKS SMUGGLED INTO PORT

Suit to confiscate nearly \$2000 worth of fancy silk goods brought from Japan by Shigeno Katsuka, a Japanese woman who came to Honolulu as a steamer passenger on the Korea, July 8, was begun in the U. S. District Court this morning.

This is a civil suit, brought against the goods, but it is understood a criminal charge may be instituted against the woman for attempting to smuggle them in.

The goods, which fill a huge cloth bag, a large trunk and a basket, were brought into court and examined and tabulated, and the total value was estimated, after a duty of \$719.31 should be paid, to be \$1812.44. The lot consisted of quantities of fine Japanese silk collars, which were concealed underneath a false bottom in the bag, and of bolts of silk cloth, silk belts, kimono, skirts and raincoats. The case was not finished today and will

be taken up again at 10 o'clock tomorrow morning.

Circuit Judge Whitney will call the criminal trial calendar next Monday morning. During the absence of Judge Robinson, who handles the criminal division of the circuit court, Judge Whitney will take up all those cases set for hearing in October, and Judge Cooper will handle those coming up for trial in November, up to the time Robinson returns.

The will of the late Mary Adams was probated in Circuit Judge Whitney's court this morning, and J. M. Dowsett appointed executor without bond. The estate is valued at \$30,000.

Geraldine Farrar, the song bird, is seriously ill in Munich, because Scotti, the baritone, has jilted her for an American actress, Charlotte Ives.

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